

Message Text

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PAGE 01 PARIS 25781 01 OF 05 061602Z

ACTION OES-07

INFO OCT-01 AF-10 ARA-14 EA-12 EUR-12 NEA-10 ISO-00

AID-05 CEQ-01 CIAE-00 ERDA-07 COME-00 DODE-00

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DOTE-00 FMC-02 CG-00 DLOS-09 OIC-02 /177 W

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P 061551Z SEP 77

FM AMEMBASSY PARIS

TO SECSTATE WASHDC PRIORITY 8134

INFO AMEMBASSY ABIDJAN PRIORITY

AMEMBASSY LAGOS PRIORITY

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AMEMBASSY STOCKHOLM PRIORITY

UNCLAS SECTION 01 OF 05 PARIS 25781

DEPT PASS DOT FOR OST (S-2) AND COAST GUARD

E.O. 11652: N/A

TAGS: PORG, EWWT, IMCO, SW

SUBJECT: ADMINISTRATION INITIATIVES ON MARINE OIL

POLLUTION: VISITS OF U.S. DELEGATION

1. BEGIN SUMMARY: U.S. DELEGATION MET WITH BROAD-GAUGE SWEDISH DELEGATION IN STOCKHOLM, SEPTEMBER 1, FOR COMPREHENSIVE REVIEW OF PROGRESS AND PROBLEMS OF U.S. INITIATIVES ON TANKER SAFETY AND POLLUTION PREVENTION (TSPP). SWEDEN DECLARED THEIR INTENTION TO WORK WITH THE U.S. IN CONSTRUCTIVE MANNER TO REACH INTERNATIONAL AGREEMENT ON TSPP. FRANK AND USEFUL EXCHANGE COVERED ALL ELEMENTS OF THE U.S. PROPOSALS IN IMCO, AND IDENTIFIED FOR FURTHER STUDY AND RESOLUTION: SWEDISH PROPOSAL THAT STANDARDS OF TRAINING AND WATCHKEEPING ALSO CONTAIN PROCEDURAL GUIDES AND MANUALS FOR USE BY THE CREW ON THE BRIDGE;
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PAGE 02 PARIS 25781 01 OF 05 061602Z

SWEDISH PROBLEM WITH APPLICATION OF U.S. FORMULA ON PLACEMENT OF SBT ON LARGE TANKERS; PROBLEMS OF BP FREE FLOW TANKERS THAT CAN NOT BE RETROFITTED FOR SBT; SWEDISH PROPOSAL THAT ARABS BE ENCOURAGED TO SELL OIL AT LOWER PRICE TO TANKERS THAT HAVE RETROFITTED FOR SBT; WHETHER OR NOT INERT GAS SYSTEM (IGS) NEEDED FOR WHITE OIL CARRIERS; PROCEDURES FOR DRAFTING

SPECIFICATIONS FOR COLLISION AVOIDANCE EQUIPMENT AND STEERING GEAR REQUIREMENTS. SWEDEN ALSO ASKED FOR INFORMATION ON U.S. DEEP WATER PORTS, VHF IN PUGET SOUND, PILOT RATES FOR NON-U.S. SHIPS AT NEW ORLEANS, AND CARGO PREFERENCE. END OF SUMMARY

2. U.S. DELEGATION (RADM SIDNEY A. WALLACE, DOT; WALKER A. DIAMANTI, IO/TRC; AND DANIEL F. SHEEMAN OF OF COAST GUARD), ACCOMPANIED BY EMBASSY COUNSELOR ROBERT K. SHERWOOD, MET WITH SWEDISH DELEGATION DURING MORNING AND AFTERNOON OF SEPTEMBER 1, IN STOCKHOLM, FOR EXCHANGE OF VIEWS ON TANKER SAFETY AND POLLUTION PREVENTION (TSPP) IN IMCO. SWEDISH DELEGATION WAS COMPOSED AS FOLLOWS:

MINISTRY OF TRANSPORT AND COMMUNICATIONS:

MR. PER JONSSON, DEPUTY UNDERSECRETARY OF STATE

HEAD OF DEPARTMENT OF, INTER ALIA, SHIPPING;

MR. GOSTA LIND AF HAGEBY, DIRECTOR, DEPUTY HEAD

DEPARTMENT OF INTERNATIONAL AFFAIRS;

MR. ERIK HELLSTROM, LEGAL ADVISER;

MR. LENNART ALARIK, LEGAL ADVISER.

MINISTRY OF AGRICULTURE

MR. BERTIL HAGERHALL, HEAD OF SECTION, ENVIRONMENTAL DEPARTMENT

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PAGE 03 PARIS 25781 01 OF 05 061602Z

MINISTRY FOR FOREIGN AFFAIRS

MR. HANS GRONWALL, FIRST SECRETARY, EMBASSY OF SWEDEN, WASHINGTON;

MR. CARL-HENRIK HAMRIN, HEAD OF SECTION, BUREAU OF TRANSPORTATION.

NATIONAL ADMINISTRATION OF SHIPPING AND NAVIGATION

MR. LENNART JOHANSSON, DIRECTOR GENERAL;

MR. PER ERIKSSON, MARITIME SAFETY DIRECTOR.

SWEDISH SHIPOWNERS

MR. INGVAR LILJA, VICE PRESIDENT OF SALENREDERIERNA, STOCKHOLM;

CAPTAIN LARS BAECKLUND, TECHNICAL DIRECTOR, SWEDISH SHIPOWNERS' ASSOCIATION, GOTEBOG.

SWEDISH SHIPBUILDERS

MR. TORGNY THORNSTROM, SWEDISH SHIPBUILDERS' ASSOCIATION GOTEBOG.

3. PER JONSSON, WHO CHAIRED THE MORNING MEETING, SET THE KEYNOTE BY STATING: "SWEDEN IS PREPARED TO WORK

WITH U.S. IN A CONSTRUCTIVE MANNER TO REACH INTERNATIONAL AGREEMENT ON TSPP".

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PAGE 01 PARIS 25781 02 OF 05 061604Z
ACTION OES-07

INFO OCT-01 AF-10 ARA-14 EA-12 EUR-12 NEA-10 ISO-00
AID-05 CEQ-01 CIAE-00 ERDA-07 COME-00 DODE-00
EB-08 EPA-04 INR-07 IO-14 L-03 NSF-02 NSC-05
NSAE-00 PM-05 USIA-15 SS-15 SP-02 FEAE-00 INT-05
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P 061551Z SEP 77

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UNCLAS SECTION 02 OF 05 PARIS 25781

4. AFTER A REVIEW BY RADM WALLACE OF THE ELEMENTS OF THE U.S. PROPOSALS, DEVELOPMENTS TO DATE, AND THE POLITICAL CLIMATE IN U.S. WHICH REQUIRES AN ACCEPTABLE AND "DEFENSIBLE" PACKAGE FROM IMCO, REST OF THE DAY WAS SPENT ON QUESTIONS, ANSWERS, AND OBSERVATIONS, ALONG THE FOLLOWING LINES.

5. LIND AF HAGEBY ASKED FOR DETAILS OF U.S. PROPOSALS ON CREW STANDARDS. U.S. DELEGATION REPORTED ON PAPERS IN PREPARATION IN COAST GUARD, AND PROMISED COPIES TO SWEDEN AT THE SAME TIME THEY ARE SUBMITTED TO IMCO. SWEDEN REPORTED ON JOINT PAPERS PREPARED BY THE 5 SCANDINAVIAN STATES FOR SUBMISSION TO IMCO. COPIES OF SCANDINAVIAN DRAFT PAPERS WERE GIVEN TO U.S. DELEGATION. (DELEGATION FORWARDED THEM TO COAST GUARD BY FASTEST MEANS). SWEDEN INDICATED SCANDINAVIAN DESIRE TO REMOVE
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PAGE 02 PARIS 25781 02 OF 05 061604Z

SOME OF THE SQUARE BRACKETS IN A NUMBER OF LOCATIONS
IN THE DRAFT CONVENTION.

6. CAPTAIN BAECKLUND, SWEDISH SHIPOWNERS' ASSOCIATION,
EMPHASIZED NEED FOR PROCEDURAL GUIDES AND MANUALS
FOR WATCHKEEPING. AS HE PUT IT: "THOSE WHO BUY THEIR
CERTIFICATES SHOULD AT LEAST BE ABLE TO BUY AND READ
BOOKLETS ON BRIDGE PROCEDURES".

7. THERE WAS A DIFFERENCE OF VIEWS BETWEEN SHIPOWNERS
AND GOS ON NEEDS FOR WATCHKEEPING ON AUTOMATED SHIPS.
OWNERS FELT NEED WAS OBIATED, WHILE GOS INSISTED
WATCH REQUIRED IN ENGINE ROOM JUST AS ON BRIDGE.
THERE WAS ALSO DIFFERENCE OF OPINION ON SPECIAL SAFETY
MAN REQUIREMENT ON SHIPS CARRYING DANGEROUS PRODUCTS.
GOS WANTS SPECIALLY TRAINED "SAFETYMAN" (ONE MINIMUM)
ON TANK HAZARDOUS CARGO SHIPS, WHILE OWNERS PREFER
ONLY THAT SPECIAL TRAINING BE MANDATED, TO BE MET BY
COMBINED QUALIFICATIONS OF 2 OR 3 DIFFERENT CREWMEN.

8. LIND AF HAGEBY ASKED RELATIONSHIP BETWEEN S-682 AND
U.S. INITIATIVES IN IMCO. COULD S-682 OVERTAKE US
PROPOSALS ? WALLACE EXPLAINED LEGISLATIVE HISTORY
OF S-682 TO DATE BUT INDICATED DELEGATION COULD NOT
STATE WITH CERTAINTY WHAT END RESULT MIGHT BE. HE
EXPRESSED OPTIMISM THAT WHATEVER BILL IS FINALLY
ENACTED WILL BE COMPATIBLE WITH PRESENT INTERNATIONAL
EFFORTS BY THE U.S.

9. BEACKLUND CRITICIZED U.S. PROPOSALS FOR DOUBLE
BOTTOMS (DB), CITING USELESSNESS IN COLLISIONS,
INCREASE IN PROBLEMS OF SALVAGE, AND DANGER OF
EXPLOSION FROM OIL LEAKAGE INTO SPACES DIFFICULT TO
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PAGE 03 PARIS 25781 02 OF 05 061604Z

MONITOR AND GAS FREE. WALLACE ACKNOWLEDGED THE
ARGUMENTS AS REPRESENTATIVE OF OBJECTIONS RAISED THUS
FAR, STATED THAT FOR EACH ARGUMENT THERE WAS A
COUNTERARGUMENT, BUT INDICATED U.S. WILLINGNESS TO
CONSIDER DEFENSIVE PLACEMENT OF SEGREGATED BALLAST
(SB) AS POSSIBLE ALTERNATIVE.

10. SWEDISH SHIPBUILDERS REPORTED THEY ARE WORKING ON
FORMULA FOR DEFENSIVE PLACEMENT OF SB. THEY SAY IT
APPEARS THAT FORMULA PUTS MORE SEVERE REQUIREMENT ON

LARGE SHIPS THAN SMALL. IN THEIR VIEW IT SHOULD BE
"OTHER WAY AROUND" BECAUSE DATA SHOWS THAT SMALLER
SHIPS EXPERIENCE MORE PENETRATIONS BECAUSE OF OPERATIONS
IN MORE DENSE TRAFFIC AREAS AND SHALLOW WATERS. THEY
ASKED WHY U.S. GAVE UP ON FORMULA IN DOMESTIC
RULEMAKING TWO YEARS AGO. WALLACE EXPLAINED THAT
PRESCRIBING RANGE OF TANK CONFIGURATIONS WAS CONSIDERED
MORE PRACTICAL APPROACH TO RULEMAKING AND THAT SIMILAR
APPROACH MIGHT BE USEFUL IN IMCO IF FORMULA CREATES
PROBLEMS AND ANOMALIES.

11. BEACKLUND SAID SWEDISH SHIPOWNER WERE GENERALLY
SYMPATHETIC ON SBT AND CBT BUT HAD QUESTIONS ON LOWER
LIMITS. HE SAID CBT MAY BE WAY OF SOLVING PROBLEM
OF COSTS OF RETROFIT. HE THOUGHT MSC/MEPC SHOULD
EXAMINE CBT AS ALTERNATIVE. HE ALSO CITED BP FLEET
OF 44 FREE FLOW CRUDE TANKERS THAT CANNOT BE RETROFITTED.
HE SAID SWEDISH SHIPOWNERS THINK "LOOD ON TOP" (LOT)
COULD SOLVE THE PROBLEM, BUT QUICKLY ADDED THAT
UNRELIABLE CREWS (OF OTHER FLAGS) ARE PUMPING OUT
THOUSANDS OF TONS PER YEAR AND OUGHT TO BE STOPPED.
LIND AF HAGEBY REITERATED THAT OFFICIAL POSITION OF
GOS IS THAT CBT IS ONLY AN INTERIM MEASURE TO PROVIDE
EQUITY DURING TRANSITION PERIOD. CONCERNING

UNCLASSIFIED

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PAGE 04 PARIS 25781 02 OF 05 061604Z

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PAGE 01 PARIS 25781 03 OF 05 061610Z

ACTION OES-07

INFO OCT-01 AF-10 ARA-14 EA-12 EUR-12 NEA-10 ISO-00
AID-05 CEQ-01 CIAE-00 ERDA-07 COME-00 DODE-00
EB-08 EPA-04 INR-07 IO-14 L-03 NSF-02 NSC-05
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INFO AMEMBASSY ABIDJAN PRIORITY
AMEMBASSY LAGOS PRIORITY
AMEMBASSY LONDON PRIORITY
AMEMBASSY STOCKHOLM PRIORITY

UNCLAS SECTION 03 OF 05 PARIS 25781

FREE FLOW TANKERS (TANKERS FITTED WITH SLUICE GATES BETWEEN CARGO TANKS) LIND SUGGESTED THAT WHILE ONE COMPANY HAS A PROBLEM, IT IS NOT AN OVERWHELMING PROBLEM FOR THE WHOLE INDUSTRY. HE ASKED WHAT US POSITION WAS CONCERNING FREE FLOW TANKERS THAT CANNOT BE CONVERTED; I.E., COULD SUCH TANKERS BE SUBJECT TO EXEMPTION FROM SBT REQUIREMENTS ? WALLACE COULD NOT SAY, BUT AGREED TO FLAG IT AS A PROBLEM FOR THE U.S. TO CONSIDER.

12. LIND ASKED ABOUT ENTRY INTO FORCE OF PROTOCOLS AND EXPRESSED CONCERN ABOUT U.S. DRAFT FORMULATION. HE DOES NOT LIKE NATIONAL IMPLEMENTATION OF AN INSTRUMENT THAT HAS NOT ENTERED INTO FORCE. WALLACE SAID U.S., AND SOME SHIPOWNERS, PREFER USE OF "DATES CERTAIN" AS IN ANNEX I TO 73 MARPOL CONVENTION, BUT DID NOT RESPOND DIRECTLY TO COMMENTS ABOUT NATIONAL UNCLASSIFIED

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PAGE 02 PARIS 25781 03 OF 05 061610Z

IMPLEMENTATION OF INSTRUMENTS NOT YET IN FORCE.

13. CONCERNING SBT TRANSITION PERIOD, PER ERIKSSON ASKED ABOUT POSSIBILITY OF HAVING ARABS SELL OIL CHEAPER TO SBT AND CBT SHIPS (SINCE THEY WOULD NEED LESS CAPACITY IN RECEPTION FACILITIES). WALLACE AGREED TO DISCUSS ERIKSSON'S PROPOSAL INFORMALLY WITH ARAB DELEGATION AS FEASIBLE AND TO ADVISE SWEDEN OF REACTION.

14. AN INERT GAS SYSTEMS (IGS) BAECKLUND TOOK POSITION THAT RETROFIT OF IGS WAS NOT NEEDED ON TANKERS BELOW 100,000 DWT NOR ON PRODUCT CARRIERS. AT ANOTHER POINT HE AGREED "ALL CRUDE CARRIERS SHOULD HAVE IGS, INCLUDING CARRIERS OF PERSISTENT OILS, BUT NOT WHITE PRODUCT CARRIERS". HE ALSO SAID THERE WAS "MUCH JUNK" ON THE MARKET AND THAT IF IGS WERE REQUIRED THERE SHOULD ALSO BE GUIDELINES ON MANUFACTURE AND OPERATION OF IGS. LIND SAID GOS HAS NOT MADE UP ITS MIND ABOUT IGS. THEY SEE SOME PROBLEM AREAS AND LOOK FORWARD TO RECEIPT OF U.S. PAPERS ON SUN OIL COMPANY EXPERIENCE WITH IGS ON PRODUCT CARRIERS.

15. DISCUSSION ON SECOND RADAR LET TO BAECKLUND ARGUMENT FOR US TO ESTABLISH APPROACH LANES WITH DECCA, INSTEAD OF THROWING ALL THE BURDEN ON TO SHIPOWNERS. WHILE HE MIGHT PERSONALLY PREFER LORAN-C, HE CONSIDERED U.S. REQUIREMENTS FOR LORAN-C (INSTEAD OF MORE WIDELY USED DECCA) TO BE DISCRIMINATORY AGAINST FOREIGN FLAG VESSELS. WALLACE INDICATED THERE WAS NO HOPE FOR DECCA IN U.S. HE CITED DUTCH REQUIREMENT FOR DECCA ON SHIPS APPROACHING EUROPOORT AS DIRECTLY COMPERABLE TO U.S. REQUIREMENT FOR LORAN-C. HE EXPLAINED THAT LORAN-C IS NATIONAL SYSTEM USED FOR PURPOSES BEYOND MARINE UNCLASSIFIED

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PAGE 03 PARIS 25781 03 OF 05 061610Z

NAVIGATION, INCLUDING PRESENT AND POTENTIAL PURPOSES IN INLAND U.S.

16. THIS LET TO A DISCUSSION OF PROCEDURES FOR DRAFTING SPECIFICATIONS ON COLLISION AVOIDANCE EQUIPMENT AND IMPROVED STEERING STANDARDS. ERIKSSON SUGGESTED FEBRUARY CONFERENCE MAY HAVE TO INSTRUCT THE SUB-COMMITTEE TO PREPARE THE SPECIFICATIONS BY A CERTAIN DATE. WALLACE INDICATED THIS COULD BE ACCEPTABLE, PROVIDED CONFERENCE PROTOCOL CONTAINED GENERAL AGREEMENTS FOR STEERING STANDARDS AND COLLISION AVOIDANCE, AND CONFERENCE THEN CHARGED THE APPROPRIATE BODY OF IMCO TO PREPARE THE EQUIPMENT SPECIFICATIONS AS WAS DONE PURSUANT TO 73 MARPOL CONVENTION.

17. TORGNY THORNSTROM, SPEAKING FOR INDEPENDENT SHIP-OWNERS, SAID REGULATIONS HAVE TO BE WRITTEN SO THAT ALL MUST COMPLY AND SHARE THE BURDEN. HE ALSO EXPRESSED OPPOSITION TO DB, MAINLY ON SAFETY GROUNDS, AND SUGGESTED THAT U.S. SPEAK TO U.S. SHIPOWNERS ABOUT DB. HIS MAIN QUESTION CONCERNED THE U.S. MOTIVATION BEHIND TSPP PROPOSALS, I.E., WERE THEY PROMPTED ONLY BY CONCERN FOR TANKER SAFETY AND POLLUTION PREVENTION OR WAS THERE ALSO AN ELEMENT OF PREFERENCE FOR CERTAIN VESSELS OR CERTAIN FLAGS ? WALLACE AND DIAMANTI BOTH GAVE UNEQUIVOCAL RESPONSES THAT U.S. MOTIVATION IN NO WAY WAS RELATED TO SUCH PREFERENCE. THORNSTROM SAID HE APPRECIATED THE ASSURANCES.

18. SWEDEN SAID GOS HAD NOT RATIFIED 73 MARPOL BECAUSE OF UNRESOLVED PROBLEMS OF HOW TO HANDLE CHEMICAL RESIDUES. NOW SWEDEN BELIEVE ANNEX II PROBLEMS ON SUBJECT TO TECHNICAL SOLUTION BUT,

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PAGE 04 PARIS 25781 03 OF 05 061610Z

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PAGE 01 PARIS 25781 04 OF 05 061614Z
ACTION OES-07

INFO OCT-01 AF-10 ARA-14 EA-12 EUR-12 NEA-10 ISO-00
AID-05 CEQ-01 CIAE-00 ERDA-07 COME-00 DODE-00
EB-08 EPA-04 INR-07 IO-14 L-03 NSF-02 NSC-05
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INFO AMEMBASSY ABIDJAN PRIORITY

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UNCLAS SECTION 04 OF 05 PARIS 25781

BECAUSE OF CONCERNS OF OTHER GOVERNMENTS, ARE CONTINUING
TO PROPOSE DELAY IN ANNEX II COMING INTO FORCE SO THAT
SUFFICIENT RATIFICATIONS CAN BE ACHIEVED TO BRING
73 MARPOL CONVENTION (ANNEX I) INTO FORCE WITH MINIMUM
DELAY.

19. SWEDEN ASKED U.S. REACTION TO FINNISH PROPOSAL THAT
ANNEX I TO 73 MARPOL CONVENTION BE AMENDED TO PERMIT
DISCHARGING IN SPECIAL AREAS WATER FROM ANY SOURCE SO
LONG AS 15 P.P.M. STANDARD CAN BE MET. THIS IS SIMILAR
TO APPROACH BEING TAKEN BY BALTIC STATES FOR BALTIC SEA
CONVENTION. WALLACE REPLIED THAT SO LONG AS SUCH
PROVISION WOULD NOT PERMIT GREATER TOTAL POLLUTION
ENTERING THE SEAS, THE IDEA APPEARED LOGICAL AND ITS
ADOPTION SHOULD BE CHAMPIONED BY THOSE STATES LITTORAL
TO SPECIAL AREAS. U.S. WILL HAVE TO REVIEW SPECIFIC

PROPOSAL IN TERMS OF PRINCIPLE OF DECISION MADE AT
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PAGE 02 PARIS 25781 04 OF 05 061614Z

73 MARPOL.

20. ERIKSSON SAID U.S. PROPOSALS ON SB AND IGS SHOULD BE LIMITED TO CRUDE CARRIERS, BUT THAT PRODUCT CARRIERS USED IN EUROPE (WHITE OIL CARRIERS) DO NOT NEED SB AND IGS BECAUSE OF TRADE PATTERNS, WHICH FACILITATE PUMPING RESIDUE ASHORE.

21. LIND ASKED FOR CLARIFICATION OF THE PHRASE USED IN U.S. LEGISLATION AND REGULATIONS, "NAVIGABLE WATERS OF THE U.S.". WALLACE EXPLAINED THAT TERM IS DIFFERENTLY DEFINED IN VARIOUS STATUTES AND SUGGESTED DIRECT COMMUNICATION WITH U.S. GOVERNMENT ON CASE BY CASE BASIS WHERE QUESTIONS ARISE.

22. AFTER COMPLETION OF TSPP AGENDA SWEDES ASKED ABOUT PROSPECTS FOR CONSTRUCTION OF DEEP WATER PORTS. WALLACE REPORTED ON STATUS, SPEAKING OF "DISSARRAY" AS A RESULT OF ANTI-TRUST LAWS, FINANCING, AND PULL OUT OF SOME OIL COMPANIES FROM RANKS OF DEVELOPERS. WALLACE MENTIONED THAT ANOTHER U.S. DELEGATION WILL VISIT GOS MID-SEPTEMBER TO DISCUSS BILATERAL AGREEMENTS REGARDING JURISDICTION QUESTIONS, THIS PURSUANT TO DEEPWATER PORTS ACT.

23. SWEDES COMPLAINED ABOUT VHF REQUIREMENTS IN PUGET SOUND. THEY CITED DANGERS OF HAVING TO GUARD TOO MANY CHANNELS SIMULTANEOUSLY ON THE BRIDGE. WALLACE EXPLAINED THAT IN U.S. EMERGENCY CHANNEL ORDINARILY SHOULD NOT BE USED FOR CALLING, THEREFORE WHEN CHANNEL 13 BECOMES CROWDED 14 MUST BE USED. HE SAID HE WOULD REPORT SWEDISH CONCERN TO COAST GUARD, BUT COULD NOT ASSURE RELIEF IN PUGET SOUND, AS THAT VTS IN AN AREA
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PAGE 03 PARIS 25781 04 OF 05 061614Z

OF GREAT ENVIRONMENTAL SENSITIVITY MUST REMAIN AS EFFECTIVE AS POSSIBLE.

24. SWEDES ASKED ABOUT PILOT RATES FOR NON-US FLAG VESSELS AT NEW ORLEANS AND \$250. EACH WAY CHARGE. WALLACE SAID RICHARD BANK (EB/TCA/MA) WOULD DISCUSS WITH SWEDISH REP TO OECD MARITIME TRANSPORT COMMITTEE MEETING, WEEK OF SEPTEMBER 19 IN PARIS. WALLACE

AGREED TO REPORT SWEDISH CONCERN. HE ALSO OFFERED, WITH SPECIFIC REFERENCE TO NEW ORLEANS, A BRIEF EXPLANATION OF THE PILOTAGE ARRANGEMENTS WHICH PERTAIN IN THE U.S., STRESSING THAT PILOTS WHICH SERVE FOREIGN SHIPS ARE SUBJECT TO SUPERVISION AS TO RATES BY STATE AUTHORITIES, NOT THE FEDERAL GOVERNMENT.

25. ON CARGO PREFERENCE (CP) SWEDES EXPRESSED CONSIDERABLE SORROW AND ANGER. THEY SAID THE BARRAGE OF RECENT U.S. INITIATIVES IN MARITIME FIELD WAS BAD ENOUGH, BUT CP WAS THE WORST. THEY CITED, INTER ALIA, THE THREAT OF CONTAGION; THE NON-CONFORMITY WITH GATT; CREATION OF FURTHER EXCESS TONNAGE (WHICH COMES AT A TIME OF ESSENTIALLY FULL ACTIVITY OF THE U.S. FLEET); CP LEADING TO THE USE OF OLDER "RUSTBUCKETS", WHILE NEWER, SAFER SHIPS LAY IDLE. LILJA, OF INDEPENDENT SHIPOWNERS, MADE AN EMOTIONAL STATEMENT CITING SWEDISH TIES WITH U.S. SINCE INDEPENDENCE AND PRESIDENT CARTER'S COMMENTS AT THE INTERNATIONAL ECONOMIC SUMMIT AT LONDON CONCERNING PROTECTIONISM. CP FLIES IN THE FACE OF PRESIDENT CARTER'S COMMENTS, ACCORDING TO LILJA, AND SWEDISH SHIPOWNERS HAVE NO RESPECT FOR LATEST PROPOSAL AND ARE FRUSTRATED CONCERNING COURSE OF ACTION TO TAKE. HE FURTHER STATED THAT COMPETITION IN FREE MARKET WAS ONE OF THE CORNERSTONES OF DEMOCRACY AND

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PAGE 01 PARIS 25781 05 OF 05 061610Z
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AMEMBASSY LONDON PRIORITY

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UNCLAS SECTION 05 OF 05 PARIS 25781

CP WOULD BE CHIPPING AWAY AT THIS CORNERSTONE. HE QUESTIONED THE WISDOM (8 US ACTIONS SUCH AS CP) FORCING COMPANIES SUCH AS HIS OWN TO ENTER INTO AGREEMENTS WITH SUPPLYING NATIONS SUCH AS ARABS. HE FELT THE WORLD COULD BECOME SEPARATED INTO "SUPPLIERS AND USERS" AND THAT SHIPPING INTEREST ALIGNMENT WITH SUPPLIERS WAS NOT NECESSARILY IN THE INTEREST OF THE USERS. WALLACE TOLD SWEDES THAT RICHARD BANK PLANS TO DISCUSS THE SUBJECT WITH SWEDISH REPRESENTATIVE TO OECD MARITIME TRANSPORT COMMITTEE BUT THAT THE VIEWS EXPRESSED AT THIS SESSION WOULD BE REPORTED WITHOUT DELAY.

26. COMMENT. IN SWEDEN, AS IN OTHER NORDIC COUNTRIES, DISCUSSIONS WERE CHARACTERIZED BY CANDOR, SHARED INTEREST IN PROTECTING ENVIRONMENT, COMMON HOPE THAT IMCO CAN PRODUCE ACCEPTABLE RESULTS, AND GENERAL UNCLASSIFIED

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PAGE 02 PARIS 25781 05 OF 05 061610Z

GOOD FEELING AMONG REPRESENTATIVES OF COUNTRIES WHICH HAVE FIRM BONDS OF FRIENDSHIP AND MUTUAL RESPECT. SWEDES CAN BE EXPECTED TO WORK CLOSELY WITH US IN OCTOBER AND FEBRUARY AND SUPPORT US INITIATIVES TO LIMITS ALLOWED BY THEIR OWN NATIONAL INTERESTS. CERTAINLY SWEDES, EVEN WHERE THEY DIFFER WITH US, APPROACH ISSUES WITHOUT RANCOR AND HAVE EARNEST DESIRE TO REACH ACCOMMODATIONS RATHER THAN ALLOWING POLARIZATION TO OCCUR. THEY MADE SEVERAL REFERENCES TO SWEDISH QUOTE NEUTRALITY UNQUOTE, BUT DID SO IN THE CONTEXT THAT THEY ARE OUR FRIENDS AND THEIR NEUTRALITY MAY WORK TO ADVANTAGE IN DEALING WITH DELEGATIONS (SUCH AS LDC'S) WHO COULD TAKE POSITIONS NOT ON MERITS BUT ON BASIS OF WHO IS PROPOSING WHAT. US DELEGATION WAS TREATED WITH GREAT HOSPITALITY AND RESPECT AND LEFT STOCKHOLM CONFIDENT THAT VISIT HAD BEEN WELL WORTH THE TIME AND EFFORT. EACH SIDE ASSURED THE OTHER THAT BILATERAL COMMUNICATIONS WOULD CONTINUE AND THAT TIMELY NOTIFICATION OF SIGNIFICANT DEVELOPMENTS WOULD BE GIVEN. WITH RESPECT TO CARGO PREFERENCE AND NEW ORLEANS PILOTS, CIRCUMSTANCES DID NOT PERMIT AVOIDING ANY DISCUSSIONS. SWEDES WISHED TO MAKE THEIR COMMENTS AND PUT THEIR QUESTIONS ON THE RECORD. USDEL GAVE ATTENUATED RESPONSES, TOGETHER WITH ASSURANCES THAT RICHARD BANK WOULD BE HAPPY TO DISCUSS THESE MATTERS WITH SWEDISH REPS AT OECD. USDEL HOPES THAT DISCUSSIONS AT OECD CAN GIVE SOME COMFORT TO

SWEDES. OTHERWISE THE GOOD FEELINGS DESCRIBED ABOVE
COULD DETERIORATE TO THE DISADVANTAGE OF OUR EFFORTS
TO ACHIEVE SATISFACTORY RESULTS ON TSPP PROPOSALS IN
FEBRUARY. END COMMENT.

27. USDEL SENDS.
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PAGE 03 PARIS 25781 05 OF 05 061610Z

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Message Attributes

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Capture Date: 01-Jan-1994 12:00:00 am
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Decaption Note:
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Disposition Case Number: n/a
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Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1977PARIS25781
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Expiration:
Film Number: D770322-0251
Format: TEL
From: PARIS
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1977/newtext/t19770995/aaaadbyq.tel
Line Count: 615
Litigation Code IDs:
Litigation Codes:
Litigation History:
Locator: TEXT ON-LINE, ON MICROFILM
Message ID: cf13784d-c288-dd11-92da-001cc4696bcc
Office: ACTION OES
Original Classification: UNCLASSIFIED
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 12
Previous Channel Indicators: n/a
Previous Classification: n/a
Previous Handling Restrictions: n/a
Reference: n/a
Retention: 0
Review Action: RELEASED, APPROVED
Review Content Flags:
Review Date: 18-Nov-2004 12:00:00 am
Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 1377430
Secure: OPEN
Status: NATIVE
Subject: ADMINISTRATION INITIATIVES ON MARINE OIL POLLUTION: VISITS OF U.S. DELEGATION
TAGS: PORG, EWWT, PDIP, SW, US, IMCO
To: STATE
Type: TE
vdkgvwkey: odb://SAS/SAS.dbo.SAS_Docs/cf13784d-c288-dd11-92da-001cc4696bcc
Review Markings:
Margaret P. Grafeld
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